

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Khabarovsk Kray)	REPORT	
SUBJECT	Port of Lazarevka	DATE DISTR.	7 November 1955 25X1
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DATE ACQUIRED	This is UNEVALUATED Information		

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

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The Town of Lazarevka

1. Lazarevka (N52-14, E141-32) was a small town in Khabarovsk Kray with a population of approximately 3,000 and with 500 or 600 dwellings. It had an elementary school, high school, one theater, and three or four general stores (see sketch No. 1, page 4). Lazarevka was settled in 1949 by Soviets who came on one-year contracts from other parts of Siberia.

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2. The roads were wide but unpaved. One road was 15 meters wide. The trains handled only local freight, and the public conveyance system consisted of two Datsun-type vehicles.
3. The homes were built with white birch logs. The gaps between the logs were stuffed with cotton-like tree bark. The houses were wired for electricity and equipped with stoves for heating purposes, but had no running water.

Social and Economic

4. The average monthly wage was approximately 3,000 rubles. Items such as clothing and food indicated that their standard of living was very low. The majority of the people were engaged in lumbering and related occupations. The quota system was used, and an additional 800 rubles was paid for fulfilling the quota.
5. Aside from those in supervisory positions, people were generally illiterate, unskilled, and poorly clothed, but they were obedient, hard-working, and kind. The supervisory personnel were well-educated; some were graduates of Moscow University and Leningrad High School (sic).
6. The movie theater in Lazarevka was showing "Mr. Smith Goes to Washington."

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STATE	X	ARMY	X	NAVY	X	AIR	X	MC	X	AMC							
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(Note: Distribution indicated by "X"; Field distribution by "#")

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Port of Lazarevka

7. Sailing conditions were generally unchanged from those shown on Hydrographic Chart No. 252-A (Tatar Strait) published about 1921, although the buoys were moved slightly to the north.<sup>2</sup> Pilots boarded all ships entering the port, including Soviet ships.<sup>3</sup>
8. The port of Lazarevka was supposed to have been opened in 1944. There was one pier with a light railway, used exclusively for freight cars, leading in from the south side of the pier (see sketch No. 2, page 5). This railway branched out into two lines on the pier. Three gantry cranes, used for loading and unloading lumber and other cargo, were situated on the west side of the pier and two more were on the north side. The port can accommodate 1,000 to 4,000-ton ships, with an average of one ship entering the port each month. In addition, this port was visited by regular liners (sic).
9. The 4,000-ton Soviet ship Khabarovsk and a 30-ton patrol boat entered the harbor on 17 October 1954.
10. [redacted] ship first docked on the west side of the pier where the loading was handled by three cranes. However, because the water was only about 14 feet deep (14 shaku), the ship had to be moved to the north side, where two cranes were used for the second half of the loading operation. [redacted] 20 laborers [redacted] were used to load the lumber. A gang of stevedores consisted of nine men. The average age of the stevedores was 40.

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Tatar Strait (Mamiya Kaikyo)

11. Pilotage was necessary from inside Cape Sushcheva (approximately N 51-40, E 141-10). The distance across the narrow portion of the strait was four nautical miles, with the current running south at a velocity of four miles per hour.<sup>5</sup> Breakwaters were constructed near Cape Pogghi (N 52-13, E 141-38), Cape Lazarevka (N 52-13, E 141-32), and Cape Sredniy (N 51-52, E 141-15) (see sketch No. 3, page 6).
12. No facilities or buildings were observed on either side of the strait which could be used in connection with the construction of a tunnel under the strait.
13. A wharf was under construction at Nevelskogo (N 51-56, E 141-25), and it was rumored that the Soviets planned to export lumber from Nevelskogo harbor in 1955.

Shipment of Lumber

14. [redacted] The price of FOB Siberian lumber was \$14 per cubic ton, [redacted]

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Attitude of the Soviets at Lazarevka

15. The party that boarded [redacted] ship consisted of one captain, one senior lieutenant, one junior lieutenant, five non-commissioned officers, two customs officials, and two medical inspectors, one male and one female.<sup>6</sup> The non-commissioned officers stood guard at the hatches, stern, bow, and Jacob's ladder [redacted] Guards were placed aboard the vessel in three shifts, 24 hours a day. The radio was sealed, but the binoculars were not sealed.

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16. The uniforms of the Border Guard unit in Lazarevka were of better quality [redacted] They consisted of green caps, coats, navy blue trousers, and high black boots (see sketch No. 4, page 7). All the men carried pistols. Strict discipline was observed at all times. Aside from members of the Border Guard unit, there were few soldiers or civilians attached to the military service in Lazarevka. 25X1
17. The crew members [redacted] were warmly welcomed by both the Soviet officials and the laborers with whom they came in contact. They were treated generously, and full cooperation was extended them by the Soviets. Neither the Border Guards, government officials, nor the laborers accepted any gifts or other tokens of hospitality [redacted] The Soviets refused gifts of vegetables and flour on the grounds that their agricultural inspection laws forbade them to accept agricultural products. 25X1
18. [redacted] 25X1
1. [redacted] Comment: The Datsun is a small Japanese automobile, with a smaller capacity than a Crosley, generally considered to be of inferior quality. 25X1
2. [redacted] Comment: For a more current print, see Hydrographic Chart No. 1778, 4th Ed., November 1923, corrected January 1952. 25X1
3. [redacted] Comment: [redacted] a Soviet patrol boat with two MVD officials and two pilots approached [redacted] ship and guided it into the port of Lazarevka. 25X1
4. [redacted] Comment: [redacted] the port could accommodate six 4,000-ton ships per month, [redacted] one or two ships were in the harbor each day. 25X1
5. [redacted] Comment: [redacted] the current through the Tatar Strait was south at four miles per hour in paragraph 11, page 2, but on sketch No. 3, page 6, [redacted] indicates it as four nautical miles per hour. 25X1
6. [redacted] Comment: [redacted] one senior lieutenant and one junior lieutenant and two enlisted men of the Border Guards boarded the ship, [redacted] one officer, three guards, one female doctor, and two wireless technicians boarded the ship. The "one female doctor" sounds more in line with practices in Sakhalin ports. 25X1

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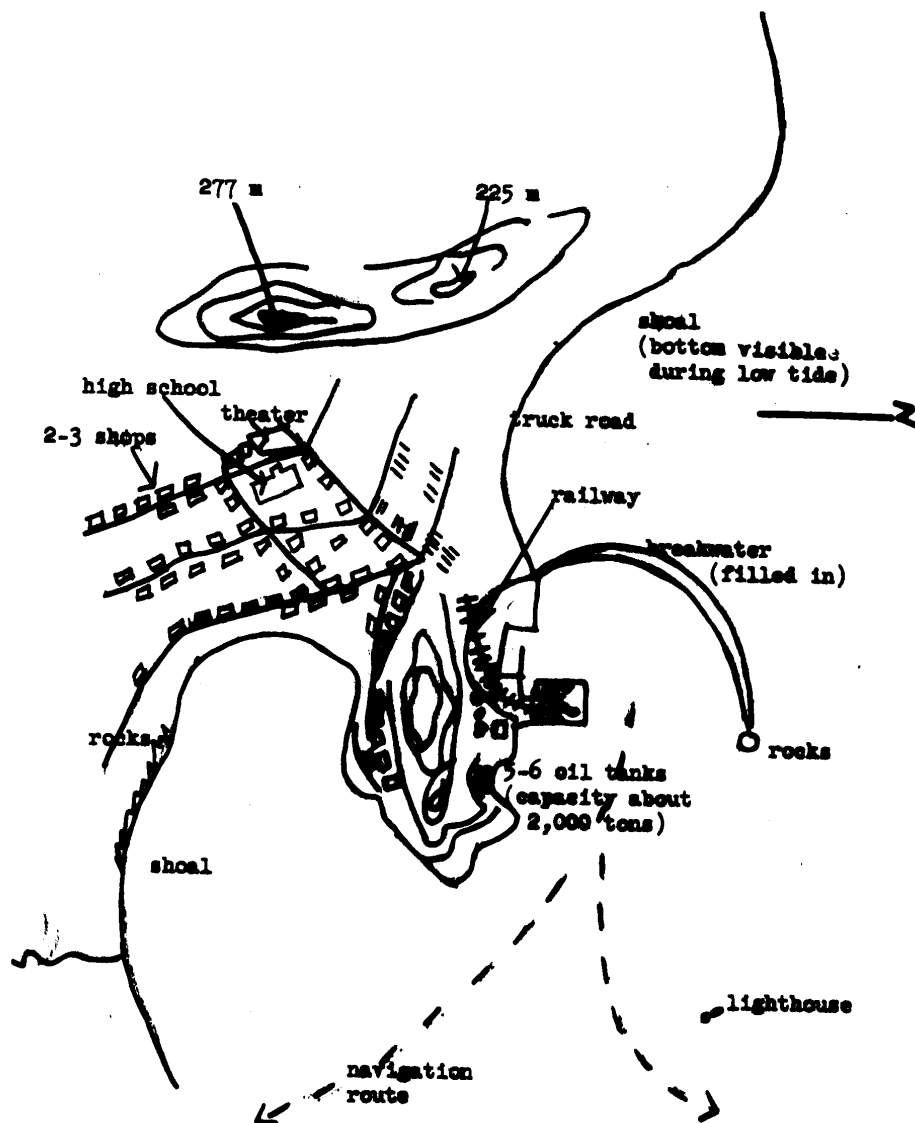
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Sketch No. 1

Lazarevka



Lighthouse

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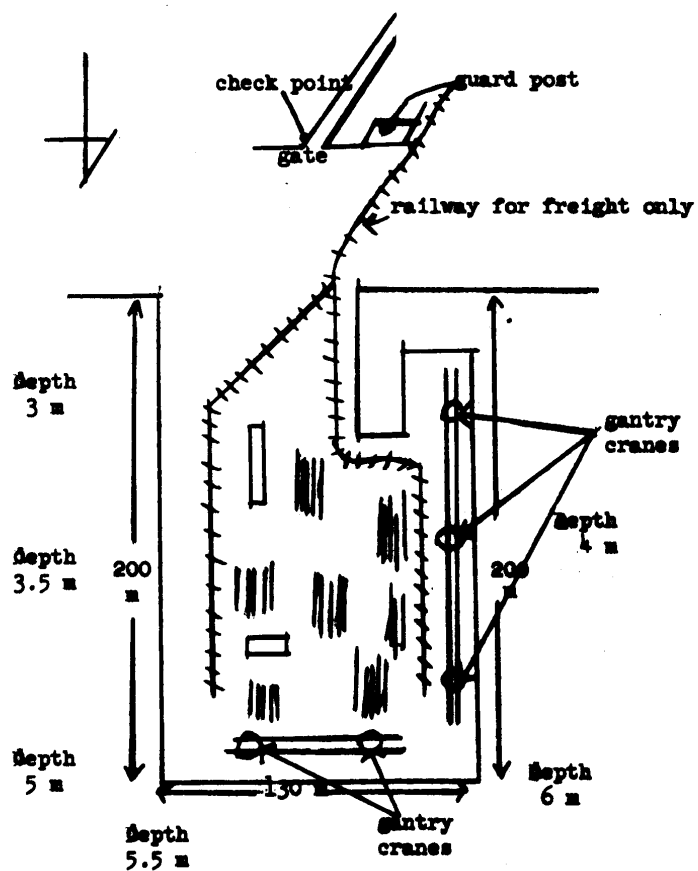
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Sketch No. 2.Pier at Lazarevka

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Sketch No. 3South Part of Tatar Strait

Hydrographic Chart No. 252-A  
(Tatar Strait), 1: 148,829,  
published about 1921

Obrubisti  
Point

A No. 9  
C. Lazarevsk  
B.W.

A No. 8

B.W.  
C. Furebi

B.W.  
C. Stedai

Current runs to  
south at four  
knots

A No. 7  
C. Muravyeva

A No. 6

Sakhalin

A No. 5

Latitude 52° N.

Light Buoy

A No. 4

C. Novelakogo

Very steep cliff

Longitude  
141° - 30' E

Three breakwaters were  
newly constructed; length  
of them is not known.

Longitude  
141° - 40' E

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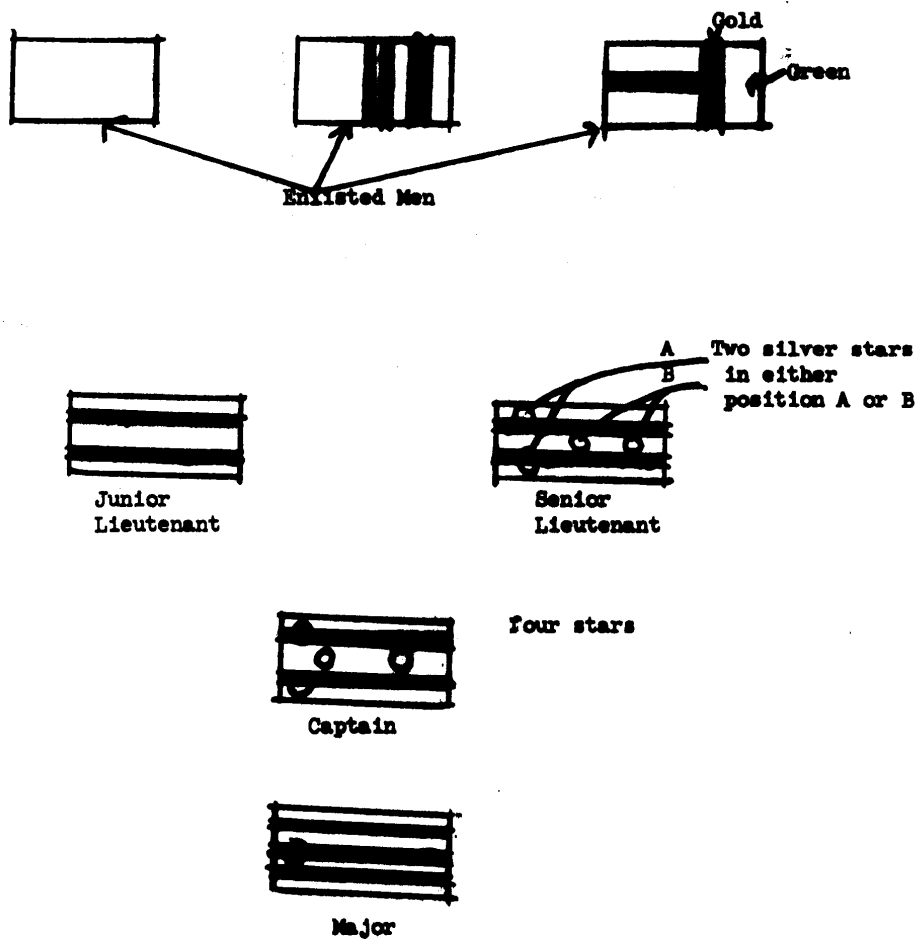
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Sketch No. 4

Rank Insignia of Border Guard Unit



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